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USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK. VOLUME 58. U-10B IN---ETC(U)

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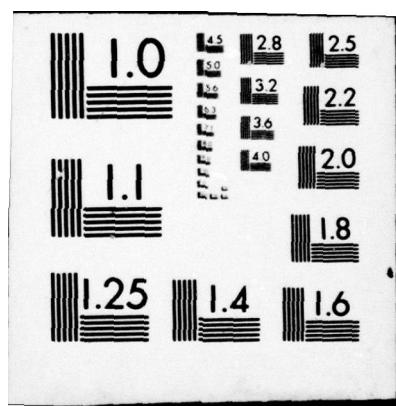
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USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK
VOLUME 58. U-10B IN-FLIGHT CREW NOISE

AEROSPACE MEDICAL RESEARCH LABORATORY,
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

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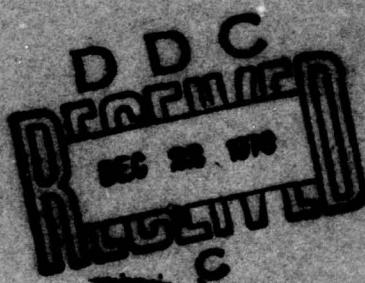
AMRL-TR-75-50
Volume 58



USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK

Volume 58
U-10B IN-FLIGHT CREW NOISE

NOVEMBER 1975



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AEROSPACE MEDICAL RESEARCH LABORATORY
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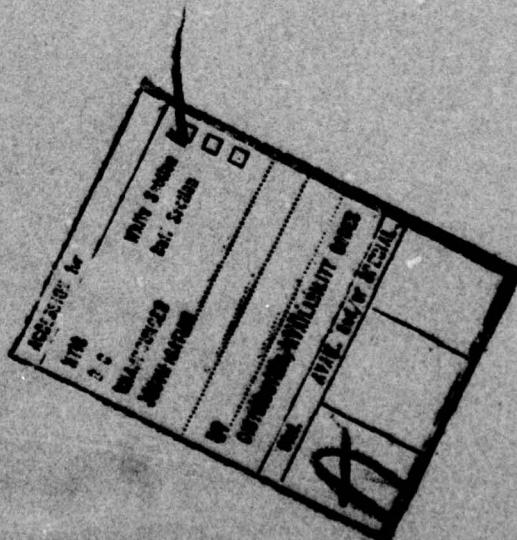
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FOR THE COMMANDER

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AIR FORCE - 1 DECEMBER 76 - 300



SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER AMRL-TR-75-50, Vol. 58	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK: U-10B In-flight Crew Noise		5. TYPE OF REPORT & PERIOD COVERED Volume 58 of a series
7. AUTHOR(s) Justus F. Rose, Jr., Col, USAF Nick A. Farinacci, Capt, USAF, BSC		6. PERFORMING ORG. REPORT NUMBER
9. PERFORMING ORGANIZATION NAME AND ADDRESS Aerospace Medical Research Laboratory Aerospace Medical Division, Air Force Systems Command, Wright-Patterson AFB, OH 45433		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS 62202F 7231-04-18
11. CONTROLLING OFFICE NAME AND ADDRESS Same as above		12. REPORT DATE November 1975
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		13. NUMBER OF PAGES 10
15. SECURITY CLASS. (of this report) Unclassified		
15a. DECLASSIFICATION/DOWNGRADING SCHEDULE		
16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Noise Noise Environments Bioenvironmental Noise In-flight Crew Noise U-10B Aircraft		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) The U-10B is a USAF short-range, light cargo STOL aircraft used in counter-insurgency operations. This report provides measured data defining the bioacoustic environments at flight crew locations inside this aircraft during normal flight operations. Data are reported for one location in a wide variety of physical and psychoacoustic measures: overall and band sound pressure levels, C-weighted and A-weighted sound levels, preferred speech interference level, perceived noise level, and limiting times for		

total daily exposure of personnel with and without standard Air Force ear protectors. Refer to Volume 1 of this handbook, "USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application", AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc.

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PREFACE

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 72310418, Measurement of Noise and Vibration Environments of Air Force Operations. Col Justus F. Rose, Jr. conducted the field measurements and performed the data analysis; Capt Nick Farinacci prepared this report.

The authors acknowledge the efforts of Mr. John N. Cole who established the data analysis requirements and assisted in the preparation of this report, and Mr. Henry Mohlman and Mr. David Eilerman of the University of Dayton who assisted in the mechanics of data processing.

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INTRODUCTION

The U-10B is a USAF short-range, light cargo STOL aircraft used in counterinsurgency operations. This aircraft, which is manufactured by the Helio Aircraft Corporation, is powered by one GO-480-G1D6 reciprocating engine rated at 295 hp at 3,400 rpm maximum take-off power. The engine drives a Hartzell three-blade constant-speed, 2.44 m diameter propeller through a 0.642 gear reduction. The engine is manufactured by the AVCO Corporation, Lycoming Division.

This volume provides measured data defining the bioacoustic environments produced inside this aircraft. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with operations of the U-10B aircraft.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and aerospace ground equipment. The far-field, community-type, noise data in the handbook describe the noise produced during *ground operations* of aircraft, aerospace ground equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. *Refer to Volume 1* (reference 1) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., in-flight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published, and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of the updated index as it is generated.

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1. Cole, John N., *USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application*, AMRL-TR-75-50 (1), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

IN-FLIGHT NOISE

MEASUREMENTS

All noise measurements were made on-board a standard-configured U-10B aircraft during typical speed, altitude, and flight maneuver conditions. These levels describe the standard U-10B environments, but may not be representative of those levels encountered if the aircraft has been configured differently (e.g., major equipment or structural changes).

Acoustic measurements were made at one flight crew location. Table 1 lists the measurement location and test conditions as numeric/alphabetic designators which are used on the data pages. The designator 1/A means measurement location 1 and test condition A.

The microphone was randomly moved external to the headgear in a region 0.2-0.3 meter from the head and the resultant samples analyzed using a 4- or 8-second integration time to obtain a power-averaged level that effectively smooths out short-duration fluctuations and best describes the exposure.

RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced inside the U-10B aircraft at the specified location. This table includes the overall, 1/3 octave band, and octave band levels. From these data, C-weighted and A-weighted sound levels, maximum permissible time for one exposure per day (AFR 161-35) with and without standard Air Force ear protectors, preferred speech interference level, and perceived noise level are calculated and presented in Table 3. These measures are widely used to assess the effects of noise on personnel and their performance.

TABLE 1
MEASUREMENT LOCATION AND TEST CONDITIONS

U-10B, Hurlburt Fld, 9 Aug 1971
Serial # 63-18090

LOCATION	POSITION	HEIGHT ABOVE DECK
1	Between Pilot and Copilot	Seated Head Level
CONDITION	DESCRIPTION	
A	Taxiing — 1500-1900 RPM, 18" Manifold Pressure.	
B	Takeoff — 3400 RPM, 26-27" Manifold Pressure.	
C	Initial acceleration, flaps up.	
D	Climb — 2700 RPM, 27" Manifold Pressure, 80 KIAS.	
E	Cruise — 2500 RPM, 20" Manifold Pressure, 90 KIAS, 1100' PA.	
F	Descent — 2700 RPM, 10-15" Manifold Pressure, 80 KIAS, 1100' → 600' PA.	
G	VFR traffic pattern — downwind — 2700 RPM, 15" Manifold pressure, 60 KIAS, $\frac{1}{2}$ flaps.	
H	VFR traffic pattern — base leg and turn to final — 2700 RPM, 15" Manifold Pressure, 60 KIAS, $\frac{1}{2}$ flaps.	
I	VFR traffic pattern — final approach.	
J	Landing roll.	

TABLE I MEASURED SOUND PRESSURE LEVEL (DB)
2 1/3 OCTAVE BAND

NOISE SOURCE/SUBJECT:		OPERATION:		LOCATION/CONDITION						IDENTIFICATION:		
U-10B AIRCRAFT INFLIGHT NOISE LEVELS		1/A		1/B	1/C	1/D	1/E	1/F	1/G	1/H	1/I	1/J
FREQ (HZ)												
25	96	104	105	102	103	99	98	99	98	98	98	96
31.5	87	109	99	98	95	94	91	97	91	91	91	90
40	86	107	98	95	94	91	89	89	89	89	89	86
50	86	98	96	91	92	88	86	86	86	87	87	88
63	96	95	93	96	92	89	90	96	88	88	88	95
80	109	105	101	101	97	92	94	95	95	95	95	105
100	113	106	103	101	93	96	94	92	90	90	90	106
125	87	95	94	109	105	108	109	91	101	101	101	84
160	82	107	105	101	90	98	99	90	85	85	85	87
200	85	97	94	94	92	88	86	85	87	89	89	89
250	86	101	92	95	90	87	86	85	82	90	86	86
315	88	103	97	91	90	87	83	83	87	82	82	82
400	81	100	97	93	91	86	84	83	87	87	87	81
500	79	97	94	88	86	83	82	81	83	83	83	76
630	74	97	90	88	83	82	81	76	79	79	79	74
800	71	92	89	87	82	80	79	75	77	77	77	71
1000	70	93	90	85	81	78	77	74	74	74	74	70
1250	69	90	87	83	80	78	75	70	72	72	72	67
1600	70	87	84	81	79	76	73	71	71	71	71	68
2000	69	88	84	82	81	78	75	71	72	72	72	67
2500	66	86	82	82	80	77	74	70	70	70	70	65
3150	65	83	81	79	78	75	71	68	68	68	68	63
4000	65	82	80	79	78	74	70	68	67	67	67	63
5000	62	79	76	76	74	70	67	64	64	64	64	60
6300	62	78	76	75	73	70	66	64	63	63	63	59
8000	63	77	75	74	72	70	66	64	63	63	63	59
10000	62	74	73	71	69	66	63	61	60	60	60	58
12500	63	73	71	69	66	63	61	60	59	59	59	58
16000	65	73	72	68	65	63	63	63	63	63	63	61
OVERALL	115	116	112	112	109	109	110	103	105	105	105	109

LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

TABLE 8 MEASURED SOUND PRESSURE LEVEL (dB)
OCTAVE BAND

MEASURED SOUND PRESSURE LEVEL (dB)										IDENTIFICATION	
2 OCTAVE BAND										3.2	
NOISE SOURCE/SUBJECT										TEST 71-014-060	
U-108 AIRCRAFT										RUN 01	
INFLIGHT NOISE LEVELS										10 JAN 75	
OPERATION:										PAGE J1	
FREQ (HZ)										LOCATION/CONDITION	
1/A										1/E	
1/B										1/F	
1/C										1/G	
1/D										1/H	
1/J										1/I	
1/J										1/J	
31.5	97	112	106	104	104	101	100	99	99	97	
63	109	109	105	102	102	98	95	99	96	106	
125	113	110	107	110	106	108	109	96	102	106	
250	91	106	99	98	96	92	90	86	93	91	
500	83	103	99	95	92	89	87	85	89	83	
1000	75	96	94	90	86	84	82	78	79	74	
2000	73	92	88	86	85	82	79	75	75	71	
4000	69	86	84	83	82	78	74	72	71	66	
8000	67	81	79	78	76	70	68	67	67	63	
16000	67	76	74	71	69	66	65	65	65	63	
OVERALL	115	116	112	112	109	109	110	103	105	109	

TABLE 3 MEASURES OF HUMAN NOISE EXPOSURE

NOISE SOURCE/SUBJECT		OPERATION		LOCATION/CONDITION		1/I		1/J	
1/A	1/B	1/C	1/D	1/E	1/F	1/G	1/H	1/I	1/J
HAZARD/PROTECTION									
C-WEIGHTED OVERALL SOUND LEVEL (OASLC IN DB) AT EAR A-WEIGHTED OVERALL SOUND LEVEL (OASLA IN DB) AT EAR MAXIMUM PERMISSIBLE TIME (T IN MINUTES) FOR ONE EXPOSURE PER DAY (AFR 161-35, JULY 73)									
NO PROTECTION									
OASLC	114	115	111	111	108	109	110	102	104
OASLA	95	104	100	98	95	94	95	87	90
T	71	15	30	42	71	85	71	285	170
MINIMUM QPL EAR MUFFS									
OASLA*	93	92	89	89	86	87	88	78	82
T	101	120	240	202	339	285	240	960	679
V-51R EAR PLUGS									
OASLA*	77	83	78	76	73	72	73	66	69
T	960	571	960	960	960	960	960	960	960
FLENTS EAR PLUGS									
OASLA*	79	83	79	77	74	74	75	67	70
T	960	571	960	960	960	960	960	960	960
H-157 IN-FLIGHT COMMUNICATION UNIT									
OASLA*	92	92	89	89	86	87	88	78	81
T	120	120	202	202	339	285	240	960	807
COMMUNICATION									
PREFERRED SPEECH INTERFERENCE LEVEL (PSIL IN DB)									
PSIL	77	97	94	90	88	85	83	80	81
ANNOYANCE									
PERCEIVED NOISE LEVEL, TONE CORRECTED (PNLT IN PNDB)									
TONE CORRECTION (C IN DB)									
PNLT	115	120	116	116	114	113	113	102	109
C	3	2	2	1	2	2	2	0	2

* BASED ON CALCULATED SPL SPECTRUM UNDER PROTECTIVE DEVICE.